

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name:

Idana Paez

Email:

Mailing Address:

City:

Zip Code:

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

Me gusta la ruta del tren que  
van a poner.

Please Turn Over →

6                   MR. JOYNER: Thank you. Next  
7 speaker, please. And while she's making  
8 her way, if there are any others that have  
9 the number one on their -- any speakers  
10 that have a number one, please exit, come  
11 down the hall, and meet Jeffrey on the  
12 outside of the hall here.

13                   As well, if there are twos, please  
14 come down as well at this point. So if  
15 there's any ones or twos on your card,  
16 whether you have A, B, C, D, or E, and --  
17 please come on down. Exit out here and  
18 come down and see Jeffrey. Thank you.  
19 Yes, ma'am.

20                   MS. SOFIA PALMER: My name is  
21 Sofia Alejandra Palmer. I live at [REDACTED]  
[REDACTED],  
[REDACTED]. I'm a member of the  
24 Chapel Hill Town Council, and I'm proud to

1 say Council passed a resolution in support  
2 of light rail, a unanimous resolution, but  
3 I'm not here to speak for the council.  
4 I'm here as an individual who ran -- ran  
5 for town council and knocked on thousands  
6 of doors -- well, hundreds, probably over  
7 a thousand, I'm sure, in 2013 as a pro  
8 public transit pro light rail candidate,  
9 and I'm proud to say that Chapel Hill  
10 elected me and the other pro light rail  
11 candidate for the two empty seats.

12 Why I know Chapel Hill supports  
13 light rail, because we voted to raise our  
14 sales tax to finance it. People don't  
15 vote lightly to raise their own taxes, and  
16 I realize, as one of the speakers just  
17 said, some folks will make sacrifices, and  
18 -- and we have studied every option that  
19 is being recommended. It has been tough,  
20 and I realize that there are some things  
21 that we'd rather not face, but we cannot  
22 legislate how many babies people have, and  
23 we cannot legislate, in this country,  
24 against people who want to move and live

1 in the Southern part of heaven and choose  
2 to be part of this community.

3           So what we can do, as responsible  
4 public servants, is to make decisions that  
5 prepare the community so that we can have  
6 the least impact to our environment, the  
7 least pollution, the least traffic, and we  
8 can continue to grow it but in a way that  
9 makes us a forward-thinking, progressive  
10 community. So I'm here to express my  
11 support and the support of my constituents  
12 to this project and the recommendations  
13 that have been presented. Thank you.

14           MR. JOYNER: Thank you. Next  
15 speaker, please.

# Get Involved Contact Form

Lauren Parker [REDACTED]

**Sent:** 10/13/2015 7:12 PM

**To:** info@ourtransitfuture.com

---

**Name:** Lauren Parker

**Phone Number:** [REDACTED]

**Email Address:** [REDACTED]

**Message Body:**

I support the DOLRT project since it will bring more connections to jobs around Durham.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name:

Kristi Passaro, PhD.

Email:

Telephone:

Mailing Address:

City:

Zip Code:

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

I would urge you to select the  
NO BUILD option for the following  
reasons:

① The project's \$1.6 billion price tag places an unacceptably high burden on taxpayers, the vast majority of whom will not benefit in any way from the DOLRT (and, in many cases, will be detrimental not only in terms of tax burden but also in terms of significantly reduced safety + security).

Please Turn Over



**OurTransit**  
FUTURE

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please  
return this  
form to  
the comment  
box

② The DOLRT plan is predicated on many untenable assumptions (e.g., that 40% of Durham + Orange County households are zero vehicle ~~own~~; that

③ The DOLRT plan does nothing to address the public transportation needs of the Durham County residents who would benefit most from enhanced transit options (e.g., residents in the NCCU area).

④ Light rail is an outdated mode of transportation that will be even more antiquated ~~in~~ in five, ten, or 20 years.

⑤ Light rail is the 2<sup>nd</sup> most dangerous mode of transportation in terms of fatalities (second only to motorcycle-related fatalities).

⑥ The C2C2A alternative will severely disrupt daily life for residents of Downing Creek, the Farrington Road area, and elsewhere - worsening both traffic & safety

# Oppose Light Rail -- Safety, at-grade crossings

Kristi Passaro [REDACTED]

**Sent:** 10/12/2015 10:03 PM

**To:** info@ourtransitfuture.com

---

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because at-grade crossings are extremely dangerous for cars and pedestrians. Light rail has been documented to have the second highest fatality rate per mile traveled of all transportation modes (behind only motorcycle-related fatalities).

Sincerely,

Kristi Passaro, PhD

[REDACTED]



# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: Janet Patton

Email: \_\_\_\_\_

Telephone: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: Raleigh NC Zip Code: 27601

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

*I think it would be great for workers who don't like being stuck in traffic. Once its up and running you will be amazed how many people will use this means of transportation.*

Please Turn Over →

# Get Involved Contact Form

Christopher Paul

**Sent:** 9/15/2015 11:52 PM

**To:** info@ourtransitfuture.com

---

Name: Christopher Paul

Phone Number:

**Message Body:**

Developing mass transit is good for our communities in building density, which leads to a host of other benefits, including walkability and bike-ability, vibrant community spaces, and improved environmental design, particularly when greenspace is protected in lieu of sprawling developments.

Please include a complete bike access for this route or a comparable route. Non-motorized transit options provide healthy ways and spaces for our community.

How would the project accommodate changes to traffic patterns and demand with self-driving vehicles or changing fuel alternatives?

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

# Get Involved Contact Form

Christopher Paul [REDACTED]

**Sent:** 10/8/2015 9:31 PM

**To:** info@ourtransitfuture.com

---

Name: Christopher Paul

Phone Number: [REDACTED]

Email Address: [REDACTED]

**Message Body:**

Light rail and investments in alternative transportation bring a variety of improvements to our communities and quality of life. Encouraging people to use public transportation improves health and activity, and in the long run promotes improved community development.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

# light rail

Paul, L. A. [REDACTED]

**Sent:** 9/14/2015 6:53 PM

**To:** info@ourtransitfuture.com

---

Please, please do this! It would be amazing to have light rail from Chapel Hill to Durham. It would revolutionize the area.

Laurie Paul  
[REDACTED]

---

Copyright © 2003-2015. All rights reserved.

---

# Get Involved Contact Form

Heather Payne [REDACTED]

Sent: 9/29/2015 12:09 PM

To: info@ourtransitfuture.com

---

Name: Heather Payne

Phone Number:

Email Address: [REDACTED]

Message Body:

Please accept these comments on the Durham-Orange Light Rail Transit Project.

I do not believe this project should go forward, and favor the “no build” alternative. First, I am skeptical of the ridership projections. As the Town of Chapel Hill has not yet finished updated projections of population growth, any numbers put forward as part of the DEIS are completely speculative, and seem to indicate far more growth than Chapel Hill has considered in the past. I, along with likely many others in Chapel Hill, think too much sprawl is already occurring, and the light rail line would simply continue the destruction of our town. Additionally, the projections assume that the ridership currently enjoyed by Chapel Hill Transit that overlaps the proposed route would automatically shift. I disagree with this assumption, especially as Chapel Hill Transit is free, and no one has committed that the light rail would be free within Chapel Hill Transit’s current area of service. Second, this project does not solve the majority of traffic congestion which currently exists

for residents of Chapel Hill: the corridors from downtown to I-40, with people continuing not north into Durham (as the light rail would suggest), but rather east. There are more trips out of Orange County to southwest Durham, RTP, Morrisville, Cary, Raleigh and beyond than there are to where the light rail is planned to go. As this would not solve the most pressing current traffic problem, it is a fiscal waste. It should have been designed to meet the traffic problems that we have currently, not fanciful potential future ones.

If this fiscally irresponsible project – especially with the cut in state funding – is to go forward, there are other mitigation measures which I feel are necessary and which have been inadequately addressed in the plan. They include vibration, noise, lighting, wildlife, and landscaping, which I will address in turn.

**Vibration:** While the consultants did look at potential vibration impacts and while the methodology theoretically looks at all building types viable pre-2008, it does not appear that an analysis was done of how, with specific soil and rock conditions, the vibrations could impact homes with plaster construction. Living in a home originally constructed in 1947, I am concerned that the vibration will cause the plaster in my home to crack, leading to costly maintenance and repairs. The study seems too general to adequately satisfy this concern.

**Noise:** As someone who suffers regularly from excruciating migraines, both noise and light are of obvious concern to me, as they can exacerbate the pain. The studies performed did not look at nor acknowledge sensitive populations, such as those with health conditions that would make them more susceptible to the adverse impacts from additional noise and lighting. Living in a quiet residential area, we will be subjected to loud clanging bells until at least midnight. Rather than subject sensitive populations living in a residential area to this type of debilitating disturbance, all crossings from where the light rail turns to follow Mason Farm Road, up to and including on UNC campus, should be mandatory “quiet zones” with other forms of hazard mitigation than bells. This is necessary for both sensitive populations and the high percentage of families with small children, as the project, if built, will directly abut family housing, and the clanging will still be easily heard in our

neighborhood, which has been designated a Neighborhood Conservation District by the Town of Chapel Hill. Therefore, no trains should be using bells for any road crossings or incoming station signals after leaving Hwy. 54/Fordham Boulevard. Allowing the use of bells and other noise – like exterior announcements at stations – will directly and significantly negatively impact the quality of life for sensitive populations and families. The DEIS is seriously deficient in that it did not already propose quiet zones for this area.

**Lights:** Additional light pollution for neighborhoods around stations wasn’t even studied in the DEIS. Light can also have impact on sensitive populations, such as those who suffer from migraines. There will, obviously, be additional light pollution, yet another reason this project should not be built. Especially as it wasn’t even studied, much less appropriate mitigation measures developed, until there can be a determination of no net increase in light pollution at a very localized level, the project should not be allowed to go forward. An assurance of not increasing general ambient light is insufficient.

Wildlife: The proposed DEIS indicates a fence will be installed to disallow access over much of the track from Hwy. 54 though UNC to the (currently) final station. However, while perhaps making it safer for people, the DEIS does not even address wildlife concerns. Many of the lots on the south side of Mason Farm are larger, with extensive wildlife habitat. Those wildlife populations connect and move through the UNC campus – and across the proposed light rail line – with other lands which provide suitable habitat. Therefore, any fence system needs to be attentive to the needs of our local wildlife populations, including: chipmunks, squirrels, fox, deer, raccoons, groundhogs, birds, rabbits, possum, and the occasional black bear. The project should not go forward until the wildlife impacts in this area, which have not even been looked at, have been addressed, and sufficient mitigation measures identified.

Landscaping: According to the National Climate Assessment, the Southeast is likely to experience more hot days and longer droughts. The plan calls for landscaping to “beautify” both stations and the entire proposed route. However, if done poorly, this will only increase to the amount of water used for non-human consumption. Therefore, the plan should require that: 1) all landscaping be with native North Carolina plants; 2) that these plants should be chosen specifically to provide habitat, including food, for wildlife; and 3) that any irrigation within the OWASA service boundaries must utilize the OWASA reclaimed water system, which Triangle Transit would need to pay to extend to serve their needs, should it not already exist in those locations. Using reclaimed water, at least within Orange County, is the only way that such a plan can adequately address the concern of wasting potable water. The plan should also require deceased plantings to be replaced quickly, so the station and corridor do not become a public eyesore, something which could easily happen.

While not directly impacting our neighborhood, I also feel it necessary to mention what a grave disservice I believe the Durham-Orange Light Rail Transit Project has heaved upon the residents of Downing Creek and Falconbridge. Rather than attempt to placate some with an “updated” route, the original route through Meadowmont should have been adhered to. That corridor was plotted and everyone who purchased in Meadowmont did so with the knowledge that a public transit corridor existed there. That was certainly not the case for the current “preferred” alignment, as the houses were built long before any idea of this project started. I believe the current “preferred” alignment – running alongside Hwy. 54 and bypassing Meadowmont but significantly impacting the residents of Downing Creek and Falconbridge – may be found to be a taking under the Constitution, as it will likely significantly impact investment-backed expectations which were in existence before the light rail

“realignment” was proposed. Adding takings expenditures – and the lawsuits, assessments, surveys, etc., to assess the value of the takings – make this fiscally-irresponsible project even more so. Unless an alignment through Meadowmont is chosen, the litigation potential alone makes this project unworthwhile.

Finally, I object to the two minute time limit during the public hearings on this matter. Two minutes is insufficient for interested citizens to sufficiently outline concerns. By so strictly limiting the time available for oral comment, it seems clear Triangle Transit is looking to stifle disagreement rather than foster conversation. New public hearings – without time limits – should be scheduled, so citizens can actually have their thoughts and opinions heard and addressed. As currently envisioned with the time limit, the public hearings are just a sham.

Rather than spending the money on this ill-conceived light rail project, the money should be used to provide upgraded bus service, which can cover far more territory than the proposed light rail. The proponents of the project like to show a picture of a bus stuck in traffic on I-40 as what they are trying to solve; but, indeed, that bus will still be in the same situation if this project goes through. Rather than this ill-conceived and, based on the comments above, poorly thought-through project, the money should be spent on dedicated bus lanes or other measures which would aid the citizens of Chapel Hill and Orange County to go where they currently go and where they will be going in the future: east on I-40. The money could be much better spent than the currently-proposed light rail project.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

# Get Involved Contact Form

Dave Pcolar [REDACTED]

Sent: 10/9/2015 12:54 PM

To: info@ourtransitfuture.com

---

Name: Dave Pcolar

Phone Number:

Email Address: [REDACTED]

Message Body:

I travel a great deal in the US and Canada for my work. In cities across the US, there is a resurgence of support for mass transit, as a way to reduce traffic congestion, decrease the cost of commuting to work, recreational and social activities. Also, the economic toll of owning a vehicle for basic transportation needs is high, especially for the moderate to low income segment of the population.

On a recent trip, I was able to commute to RDU via bus - total cost \$2.25. My return trip via taxi was over \$45, without gratuity. While traveling I had the following experiences: Cleveland, OH - to and from the Airport \$2.25 each way; Washington DC - a 4 day trip including airport transit was less than \$20; a week long trip to the SF bay area (Berkeley, Emeryville, Oakland, San Francisco, Palo Alto) - with all trips via Bus, BART, CalTrain less than \$40.

I support light rail, dedicated express bus lanes or roadway (perhaps in the light rail right of way) and other solutions to reduce dependence upon individual vehicles. Reduction of vehicular traffic reduce emissions, improves quality of life by increasing productive or relaxation time - as the driving is done by others, and can dramatically lower overall transit related costs to the individual. The infrastructure investments are high and difficult to obtain in this climate of abandonment of public infrastructure. I propose looking at the full costs of roadway maintenance and expansion, environmental costs of individual vehicles, costs of land use for parking, and the devastating loss of over 30,000 lives annually to vehicular deaths.

We can do better. it starts with a commitment to public transportation!

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

# Get Involved Contact Form

Heidi Perry [REDACTED]

Sent: 10/12/2015 8:23 PM

To: info@ourtransitfuture.com

---

Name: Heidi Perry

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Dear Light Rail committee members,

I voted for the transit tax, but I am not a supporter of the current Light Rail plan. I voted for the tax, as I believe some others did, to improve our bus transit system, both locally and regionally. Bus improvement was part of the tax being voted on, and you couldn't separate it from the rail. Many of the bus improvements are supposed to be in place before the light rail is built, but they are slow in coming. Longer hours and better weekend hours are still lacking. Regional connections still need much improvement. Details of the light rail system leave me thinking the plan is far too expensive and inflexible, and that we could accomplish better results with a well-designed regional Bus Rapid Transit system and improved local/regional lines.

When the light rail was first proposed many years ago, there were comparisons to DC's system (which was funded in part by developers), Wake County was a main player, and, while the routes were not yet on paper, people had assumptions that the routes would include both Raleigh and the airport. Now that Wake County is not on board with the plan, the airport is off the menu, and the funding is uncertain, I cannot support this plan. I also think it is misleading to keep using a formula that assumes 25% of the funding to come from the state, when the state has never agreed to more than 10%, and now even that amount appears to be in jeopardy.

What are the goals for LRT? I think it is safe to say that no one working on the LRT expects it to alleviate congestion, nor sees it removing cars from the roads. The traffic corridor—17 miles-- will take at least as long to drive to the station and take the train as it will to drive the entire distance, and even longer if one or two bus trips are needed to bring a rider to the station. Is there a minimum number of riders needed for the light rail to be considered a viable project (not the estimated number that is being given now for daily ridership, and not the train's capacity, but the minimum number of riders that would need to ride the train on a daily basis). Also, how is the estimated number of riders being calculated?

In your video LOW ridership for buses was noted as a reason to abandon BRT in favor of LRT. However, I have also seen our area's bus ridership used as a comparison to other communities, and its HIGH ridership was recently referenced as an indicator for ridership on LRT. The high number of bus riders currently using the bus in our area would be very happy with more buses, more direct and express buses, and longer hours. Will they be interested in having to take one or more buses to arrive at the light rail, and to continue on from it at the other end? I don't know that they will.

If a bus route functions poorly it can be changed or revised, as has been done from time to time by CH Transit. This sort of tweaking is not possible with light rail.

I appreciate all of the work that has gone into this planning to date. I have attended meetings, watched public hearings, and asked questions. I have also used and studied light rail as well as BRT and buses, in many cities both here and abroad. When I put all of this together, I come to the conclusion that the LRT proposal in its current form is not a win for our communities or for our citizens. Thank you for allowing me to comment.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)



October 13, 2015

Mr. Jeff Mann,  
General Manager  
GoTriangle  
P.O. Box 13787  
Research Triangle Park, NC 27709

Subject: Support for Durham-Orange Light Rail Transit (D-O LRT) Project

Dear Mr. Mann:

East West Partners Management Company is a real estate developer of mixed-use residential and commercial communities in North Carolina. We are committed to the development of communities which are pedestrian friendly, allowing people to work, live, shop, play, go to school, and ultimately be less dependent on the automobile. High quality transit service is an essential component of healthy, vibrant, sustainable communities. We therefore strongly support the implementation of the Durham-Orange Light Rail Transit Project on which we, other residents, major employers and the business community have been working for the past two decades. We believe that the NEPA Preferred Alternative is a cost-effective and sustainable investment that will meet the transportation and land use challenges facing the Durham-Orange Community.

Over the past 20 years, East West Partners has led the investment of more than \$750 million in mixed-use developments within the Durham-Orange Corridor. In 1999, we began construction on Meadowmont, a 435 acre development which includes over 1,300 residential units in the form of apartments, townhouses, single family homes and cottages as well as office and commercial space all of which are interconnected by a dense pedestrian network and "complete streets".

East 54, which we developed and opened in 2010, was designed to accommodate the Durham-Orange Light Rail Transit corridor and a station (Hamilton). There are currently 130 residential units, 115,340 square feet of office space, 55,485 commercial retail space, structured parking, a hotel and other amenities. The ongoing success of the Meadowmont and East 54 communities is a reflection of the increasing demand for higher density, compact, mixed-use development which is pedestrian rather than auto oriented and supported by high quality transit. The demographics of future residents indicate that this demand will continue and increase substantially in the future.

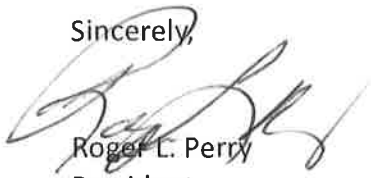
The population in Durham and Orange counties is anticipated to grow by 64% and 52% respectively, over the next 30 years. In the Durham-Orange (D-O) corridor the population is expected to double. This growth is fueled by colleges and universities including UNC, Duke, NCCU, and Durham Technical Community College (DTCC) and major medical facilities, including UNC Hospitals, Durham Veterans Affairs (VA) Medical Center, and Duke Medical Center. The D-O LRT project will provide dependable, time competitive, high-capacity transit service within the

D-O Corridor along the NC 54, I-40, US 15-501, Erwin Road and NC 147. And, it will improve mobility, expand transit options, and support more pedestrian oriented urban living. As developers, we understand the value of major public infrastructure investments, particularly in transportation. They foster opportunities for additional private investment which in our case would support healthy and vibrant mixed-use communities that are 24-hour activity centers. The combination of public and private investments would translate into short and long term employment for the economically and demographically diverse cross-section of our population in the Durham-Orange Corridor.

The mobility and economic development opportunities which the Durham-Orange Light Rail Transit project would generate will enhance the ongoing public and private sector investments in Chapel Hill and Durham. As residents and investors in Chapel Hill we are dedicated to fostering a socially, economically and environmentally equitable future for our residents, business people, educators and innovators.

We look forward to collaborating with GoTriangle on the implementation of the D-O LRT Project.

Sincerely,



Roger L. Perry  
President

# Opposition to the LRT and ROMF

Dustan Phillips [REDACTED]

Sent: 10/12/2015 8:29 AM

To: info@ourtransitfuture.com

---

Go Triangle:

I'm writing to you today to express my opposition to the currently proposed Durham-Orange county Light Rail Train and the proposed Farrington ROMF location.

First, I do not believe that a 6% voter turn out is a mandate for a light rail system, especially given that the taxes agreed upon were to go to a "transit" solution and not specifically "light rail". There for, why are skipping ahead and moving forward with a LRT when we could easily implement less costly and more affective transit alternatives such as BRT and HOV lanes?

Secondly, as a resident who lives near the proposed Farrington Road ROMF location, I'm very concerned about the safety and the well being of my neighbors and the school children that attend the near by Creekside Elementary School. At rail crossings are simply a dangerous idea - people and trains and cars and trains for that matter are a deadly combination. Creating an industrial maintenance facility a block away from an elementary school shouldn't even be considered. The fact that this area has to be rezoned to make way for the maintenance yard should be enough of a ore construction begins, the bridge that passes over Highway 40 will have to be removed, cutting off a vital passage way for the Emergency Services vehicles located at the Fire Department located on Farrington. Needlessly rerouting emergency vehicles means that vital minutes will be lost when first responders need them the most. I have yet to see these safety concerns adequately addressed by Go Triangle.

I would kindly urge you to take these comments into consideration as you move forward in addressing our transit future. However, when doing so - I would urge you to consider our other options as well - ones that will be less costly, more efficient and safer for the present and future citizens of our communities.

Regards,

Dustan Phillips  
[REDACTED]

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name:

Laura Phipps

Email:

phone:

Mailing Address:

City:

Code:

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq. ).

Please leave your comment on the Draft Environmental Impact Statement:

very happy w/ proposed stations

Please Turn Over →



# Durham-Orange Light Rail Transit Project

## Official Public Comment

form to  
the comment  
box

Please  
return this  
form to  
the comment  
box

**Subject:** ROMF location

**From:** Susan Pierce [REDACTED]

**Date:** Sun, Aug 30, 2015 7:56 am

**To:** <info@ourtransitfuture.com>

Planners,

Locating the light rail ROMF off of Farrington Road in a residential zone ((R-20 and PDR-10) is incompatible with zoning principles, unsafe, and will create unnecessary environmental pollution.

Though your process of ROMF-location evaluated 4 sites and chose Farrington Road as the best of these 4, it is inexcusable that you did not consider the north side of 15/501 Business, east of the Durham Rescue Mission. That area is already a commercial zone; is flat; is on the Light Rail route; and has many abandoned buildings and empty lots. That is where a ROMF belongs -- not in one of Durham county's few rural, residential areas.

If light rail is to succeed (& it should), it has to be smarter than what you have proposed for the ROMF site.

--

Cheers,

Susan

\*\*\*\*\*

Susan Foley Pierce

\*\*\*\*\*

[REDACTED]

\*\*\*\*\*

[REDACTED]

\*\*\*\*\*

[REDACTED]

Subject: DEIS

From: Susan Pierce [REDACTED]

Date: Tue, Sep 01, 2015 8:39 am

To: <info@ourtransitfuture.com>

Cc: Susan Pierce [REDACTED]

I oppose the proposed location of the ROMF for the following reasons:

- **It would create a safety hazard.**

- The 134 residents of the Villas at Culp Arbor would be 100 feet from the ROMF; Creekside Elementary School's 906 children would be 500 feet from the ROMF: timely evacuation of small children and disabled elderly in the face of any HAZMAT accident or fire at the ROMF will be near impossible.
- Increased traffic both from the ROMF employees and the at-grade Farrington Road crossing will hamper emergency vehicle access to vulnerable populations from Durham Fire Station 16, which is on the south side of the at-grade crossing.
- An area of ¼ - ½ mile from the ROMF also encompasses Maida Vale, Weston Downs, Marena Place, The Enclave, Preston Place, Glenview Park, and many single-dwelling properties.

- **Environmental pollution would result.**

- Noise, light and vibration from ROMF operations
  - "sustained squeal may occur throughout curve negotiation", per TCRP Report 155 (Track Design Handbook for Light Rail Transit). ROMF plans show tight curves in and out of the rail yard.
  - TCRP 155 also states "Ground-borne noise is heard as a low level rumble and may adversely impact residences, hospitals, and concert halls"
  - The ROMF will have "stadium type lighting" 24 hours/day, 7 days/week
- Tree removal and leveling of 25 acres of land to provide the necessary 0.5% grade for yard runs and 0.0% grade for storage tracks at the ROMF
- Increase in impervious surface destroying wetlands and creating caustic runoff into "downhill" neighborhoods and New Hope creek

- **An Industrial zone in the midst of residential zoning violates both zoning and planning principles.**

- The land is currently zoned R-20 and PDR-10; jumping to Industrial destroys the nature of communities.
- The future comprehensive land use designation is commercial & office zoning; not Industrial.
- One 25-acre rezoning to industrial contributes additional industrial development which has been deemed incompatible when it is immediately adjacent to low density and medium density residential land use.
- Industrial zoning is incompatible when near a school.

\*\*\*\*\*

Susan Foley Pierce

\*\*\*\*\*



\*\*\*\*\*



Copyright © 2003-2015. All rights reserved.



**Subject:** mitigating the ROMF

**From:** Susan Pierce [REDACTED]

**Date:** Tue, Sep 01, 2015 9:21 am

**To:** <info@ourtransitfuture.com>

**Cc:** Susan Pierce [REDACTED]

The DEIS states:

Impacts to the Patterson's Mill Country Store and surrounding residential development by the Farrington Road ROMF will be mitigated through landscaping, vegetative screening, and modifying access to the store.

This is no way mitigates for the impact on an R-20 and PR-10 residential area that would need to be rezoned. It is inappropriate for this rural, residential area to suddenly contain industrial sites. It is not only a safety hazard; but it also affects property values and quality of life with its inherent noise, light, and vibration pollution. "Landscaping" does not cure:

- “sustained squeal may occur throughout curve negotiation”, per TCRP Report 155 (Track Design Handbook for Light Rail Transit). ROMF plans show tight curves in and out of the rail yard.
- TCRP 155 also states “Ground-borne noise is heard as a low level rumble and may adversely impact residences, hospitals, and concert halls”
- The ROMF will have “stadium type lighting” 24 hours/day, 7 days/week
- leveling of 25 acres of land to provide the necessary 0.5% grade for yard runs and 0.0% grade for storage tracks at the ROMF creates significant storm water runoff both into lower-lying neighborhoods and New Hope creek.

--

Cheers,  
Susan

\*\*\*\*\*

Susan Foley Pierce

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

**Subject: Get Involved Contact Form**

**From: "Susan F. Pierce"** [REDACTED]

**Date: Tue, Sep 01, 2015 8:41 am**

**To: [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)**

Name: Susan F. Pierce

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I oppose the proposed location of the ROMF for the following reasons:

- It would create a safety hazard.
- The 134 residents of the Villas at Culp Arbor would be 100 feet from the ROMF; Creekside Elementary School's 906 children would be 500 feet from the ROMF: timely evacuation of small children and disabled elderly in the face of any HAZMAT accident or fire at the ROMF will be near impossible.
- Increased traffic both from the ROMF employees and the at-grade Farrington Road crossing will hamper emergency vehicle access to vulnerable populations from Durham Fire Station 16, which is on the south side of the at-grade crossing.
- An area of ¼ - ½ mile from the ROMF also encompasses Maida Vale, Weston Downs, Marena Place, The Enclave, Preston Place, Glenview Park, and many single-dwelling properties.
- Environmental pollution would result.
- Noise, light and vibration from ROMF operations
  - o "sustained squeal may occur throughout curve negotiation", per TCRP Report 155 (Track Design Handbook for Light Rail Transit). ROMF plans show tight curves in and out of the rail yard.
  - o TCRP 155 also states "Ground-borne noise is heard as a low level rumble and may adversely impact residences, hospitals, and concert halls"
  - o The ROMF will have "stadium type lighting" 24 hours/day, 7 days/week
- Tree removal and leveling of 25 acres of land to provide the necessary 0.5% grade for yard runs and 0.0% grade for storage tracks at the ROMF
- Increase in impervious surface destroying wetlands and creating caustic runoff into "downhill" neighborhoods and New Hope creek
- An Industrial zone in the midst of residential zoning violates both zoning and planning principles.
- The land is currently zoned R-20 and PDR-10; jumping to Industrial destroys the nature of communities.
- The future comprehensive land use designation is commercial & office zoning; not Industrial.
- One 25-acre rezoning to industrial contributes additional industrial development which has been deemed incompatible when it is immediately adjacent to low density and medium density residential land use.
- Industrial zoning is incompatible when near a school.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

**Subject:** Get Involved Contact Form

**From:** Susan Pierce [REDACTED]

**Date:** Tue, Sep 01, 2015 9:02 am

**To:** [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)

Name: Susan Pierce

Phone Number: [REDACTED]

Email Address: [REDACTED]

**Message Body:**

This section is simply not true. The proposed ROMF location is in an area zoned R-20 and PDR - 10. The ROMF would necessitate a zoning change to Industrial, which is incompatible with being 200 ft from an elementary school and 500 ft from a retirement community.

The untrue section of the DEIS:

Land Use and Zoning

Section 4.1

- No impacts anticipated: consistent with Local Planning Efforts. The D-O LRT Project would result in a conversion of lower density land uses to higher density and mixed-use land uses.

- NHC LPA Alternative would be more consistent with transportation plans, but less consistent with plans to protect bottomlands in the area

NEPA Preferred and Project Element Alternatives Mitigation

- Impacts are considered beneficial and as such, no mitigation would be required.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

# dates for public hearings

Susan Pierce [REDACTED]

Sent: 9/3/2015 12:19 PM

To: info@ourtransitfuture.org

---

the DEIS on page ES-31, under "how do I comment: states:  
Verbal Comments may be provided at the Public Hearings on September 22 and 30, 2015.

I though thte dates were Septmeber 29 and October 1???

Please clarify.

--

Cheers,

Susan

\*\*\*\*\*

Susan Foley Pierce

\*\*\*\*\*

[REDACTED]

\*\*\*\*\*

[REDACTED]

\*\*\*\*\*

[REDACTED]

# Unsafe at-grade crossings

Susan Pierce [REDACTED]

Sent: 9/7/2015 7:41 PM

To: info@ourtransitfuture.com

## Safety of At-Grade Crossings

I believe in smart light rail.

With the route changes, the proposed 17 miles of light rail will have **more than 20** vehicle at-grade crossings and **80** pedestrian/bicycle at-grade crossings.

Given that at-grade crossings are inherently unsafe, **our proposed light rail route is no longer smart**. (Supporting safety data attached), but,

- Nationwide, the # of light rail collision fatalities is 3 X the fatalities of automobiles.
- A motorist is almost 20 times more likely to die in a crash involving a train than in a collision with another vehicle

I would like to focus on just one of our 100 crossings . . . though I suspect that this is not the only one with safety concerns beyond collisions.

### Farrington Road at-grade crossing:

- Vulnerable populations live on the north side of that at-grade crossing (134 elderly at Villas at Culp Arbor; nearly 1000 elementary school students)
- First responders (from District 3) are on the south side of that at-grade crossing
- At peak times, trains will cross every 5-10 minutes, backing up traffic on the 2-lane road, making it impossible for emergency vehicles to get through
- To make matters worse, the NEPA preferred ROMF sight is also north of the crossing; delaying first responders, fire and police, (all of whom are attending to any HAZMAT, fire or criminal activity).

**In conclusion: It is difficult to understand how we can endorse a light rail plan with over 100 at-grade crossings. This is not smart**

### \*Data on At-Grade Crossing Safety

1. \* The Transportation Research Board of the National Academies of Science, Engineering and Medicine surveyed **27 light rail** authorities and found:
  - 40% had 25 or less at-grade crossings -
    - o with 55% of crossings having both lights and gating,
      - 100% of had pedestrian or motorist incidents!
      - Though 70% had 10 or less/year;
      - 15% had between 25-50/year - nearly 1/week
2. Nationally, accidents at light-rail crossings range from 10/year to nearly 1 accident every week.
3. In the first 4 years of LA county's light-rail blue-line, with **ONLY 22** at-grade crossings, there were 250 collisions resulting in 28 fatalities
4. In the first year of Houston's light rail line, there were 11 collisions/month
5. Nationwide, the # of light rail fatalities is 3 X the fatalities of automobiles when normalized for miles traveled.
6. A motorist is almost 20 times more likely to die in a crash involving a train than in a collision with another vehicle

<http://www.trb.org/Main/Blurbs/170903.aspx>

7. \* Transit Cooperative Research Program, sponsored by Federal Transit Administration
  - a. examined the 22 at-grade crossings on streets with speed limits of 35 mph or less in LA county's light-rail, blue-line:
    - i. In the first 4 years:
      - 1. 250 train-vehicle and/or train pedestrian collisions
      - 2. Resulting in 28 fatalities
  - b. Same report cites Houston's "Rite of Passage":
    - i. 11 collisions/month in 2004

<https://books.google.com/books?id=IMvHkZaNX28C&pg=PA38&lpg=PA38&dq=safety+of+at+grade+light+rail+crossing&source=bl&ots=iXBFzQBAo14WcxH2MJl04910Ap0&hl=en&sa=X&sqi=2&ved=0CFYQ6AEwCWoVChMImpTcj6fbxwIVg4wNCh0xIgDx#v=onepage&q=safety%20of%20at%20grade%20light%20rail%20crossing&f=false>

--  
Cheers,  
Susan  
\*\*\*\*\*  
Susan Foley Pierce  
\*\*\*\*\*  
[REDACTED]  
\*\*\*\*\*  
\*\*\*\*\*  
[REDACTED]

# ROMF location

Susan Pierce [REDACTED]

Sent: 9/7/2015 7:45 PM

To: info@ourtransitfuture.com

As a resident of the Villas at Culp Arbor, Farrington Road, Durham County, oppose the location of the ROMF on Farrington Road,

I oppose this ROMF location for the following reasons:

- This location of the ROMF would create a heightened safety hazard. \*
- Environmental pollution would result. \*
- Creating the necessary Industrial zone in the midst of residential zoning would violate the traditional framework of both zoning and planning.\*

**\*See appendix for documentation supporting these three reasons.**

I earnestly request that you ask Go Triangle to find another ROMF location. Please preserve Durham County as a desirable place to live.

\*\*\*\*\*  
Appendix: ROMF Relocation

A Heightened Safety Hazard:

- The 134 residents of the Villas at Culp Arbor, who are over the age of 55 would be located only 100 feet from the ROMF.
- The 906 young children at Creekside Elementary would be 1000 feet from the proposed Industrial site.
- If an emergency fire or HAZMAT accident would occur, timely notification and evacuation of small children and some disabled elderly would be nearly impossible.
- The ROMF would sit north of the At-Grade Farrington Road crossing. Durham Fire Station 16 is south of the at-grade crossing. With trains crossing every 5 minutes, delayed response to fire and/or HAZMAT spill is inevitable.
- Six residential neighborhoods and many single-dwelling properties are within a half mile of the ROMF - Maida Vale, Weston Downs, Marena Place, The Enclave, Preston Place, and Glenview Park.

Environmental pollution will result from:

- Noise, light and vibration from ROMF operations.
  - "Sustained squeal may occur throughout curve negotiation," according to TCRP Report 155 (Track Design Handbook for Light Rail Transit).
  - ROMF plans show tight curves in and out of the rail yard.
  - TCRP 155 also states "Ground-borne noise is heard as a low level rumble and may adversely impact residences, hospitals, and concert halls."
  - The ROMF will have "stadium type lighting" 24 hours/day, 7 days/week.
- Tree removal and leveling of 25 acres of land to provide the necessary 0.5% grade for yard runs and 0.0% grade for storage tracks at the ROMF.
- Increased impervious surface would destroy extensive wetlands and create caustic runoff into nearby neighborhoods, New Hope Creek, and the Critically Protected Watershed of the Cape Fear River Basin.

Violating the traditional framework of zoning and planning principles:

- Neighborhoods on Farrington Road and Ephesus Road are currently zoned Residential, R-20, with PDR 4.5 being the most dense land use.
- The Future Land Use Map indicates that the area on the east side of Farrington Road could be rezoned to Office or Commercial, retaining the Residential and Green Space context of the area; not ROMF Industrial.
- There are no other Industrial land use zones for miles around the proposed ROMF. There is no transition land use zoning between the proposed Industrial site and the current Residential land use.

- One 25-acre rezoning to Industrial would encourage additional Industrial rezoning efforts.
- Industrial land use zones are incompatible with low and medium density Residential land use zones or Institutional land use zones. Zoning and planning principles "avoid patterns of leapfrog, non-contiguous, and scattered development." (<http://durhamnc.gov/414/Unified-Development-Ordinance-UDO>)

--

Cheers,

Susan

\*\*\*\*\*

Susan Foley Pierce

\*\*\*\*\*

[REDACTED]

\*\*\*\*\*

\*\*\*\*\*

[REDACTED]

# Get Involved Contact Form

Susan Pierce [REDACTED]

**Sent:** 9/18/2015 9:30 AM

**To:** info@ourtransitfuture.com

---

**Name:** Susan Pierce

**Phone Number:** [REDACTED]

**Email Address:** [REDACTED]

**Message Body:**

Mitigation for ROMF location in a residential area:

If Go Triangle insists on placing the ROMF in a residential zone, it must include these 6 things:

1. a 50 foot buffers of trees, both on the residential side and on the Interstate 40 side in order to both replace standing trees and mitigate not only the ROMF noise but also the interstate noise.
2. Since trees are not an adequate buffer for low-pitched noise, construct a 20 foot, attractive brick wall on the Farrington Road side.
3. State of the art protection from crime and theft,
4. light shielding for the surrounding neighbors from the "stadium type lighting on the rail yards".
5. schedule deliveries to the ROMF only from 10am-2pm so that it will not add to the already heavy congestion of the peak traffic hours of the day and the opening and closing of the 1000-pupil elementary school which is just 500 ft from the ROMF entrance.
6. Have solar power panels so as not to drain the City power grid

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)



# Comment on DEIS

Susan Pierce [REDACTED]

Sent: 9/26/2015 11:55 AM

To: info@ourtransitfuture.com, "Susan Pierce" [REDACTED]

---

## D-O LRT DEIS Comment

This comment is limited to concerns raised only in Chapter 8 of Go Triangle's DEIS. As stated in the DEIS, the intent of Chapter 8 is to demonstrate the relative effectiveness of the NEPA Preferred Alternative and Project Element Alternatives compared with the No Build Alternative in meeting the project's Purpose and Need statement.

My major concern: There is NO data to substantiate what Go Triangle claims. Seven (7) specific counterpoints to their claims follow.

1. Go Triangle's Table 8.1-1 claims enhanced mobility as noted below:

"Would substantially improve and expand transit access for transit-dependent persons by increasing transit frequency and coverage, and by providing a new high-capacity transit alternative."

Counterpoint: Transit-dependent persons are NOT served by the preferred route which eliminated stops/stations east of Alston Avenue - a historically black and minority community. Further, the projected cost of \$2.50 puts rail travel out of financial feasibility for both students (who now have free buses on both UNC and Duke campuses) and minimum-wage workers.

2. Table 8.1-1 further claims decreased travel time, as noted below:

"Would maintain or improve transit travel times between existing and planned activity centers; not affected by increases in congestion"

Counterpoint: Travel times via light rail have now been revised to 44 minutes each way such that a bus trip is faster.

3. Table 8.1-1 claims that connectivity exists to major transit is unfounded. Go Triangle claims:

- Would substantially increase convenience and accessibility of transit service for employment and non-employment trips
- Would serve regional trips as well as trips between and within major activity centers; service would be unconstrained by traffic conditions and geographical considerations"

Counterpoints:

- a. A substantial number of Durham and Orange county residents work in what is known as "Research Triangle Park". When Wake County abandoned this light rail project, all connectivity to a major group of employers was lost. Travel on interstate 40 between Orange, Durham and Wake counties is the major source of congestion.
- b. There is no connectivity to three major destination sites:

- the Raleigh-Durham airport
- downtown Chapel Hill
- downtown Hillsborough

4. Table 8.1-1 claims that the NEPA preferred alternative is consistent with local zoning plans is simply false.

• Is consistent with regional and local plans and policies"

Counterpoint: The NEPA preferred ROMF location violates zoning and planning principles in the following ways:

- Neighborhoods on Farrington Road and Ephesus Road are currently zoned Residential, R-20, with PDR 4.5 being the most dense land use.
- The Future Land Use Map indicates that the area on the east side of Farrington Road could be rezoned to Office or Commercial, retaining the Residential and Green Space context of the area; not ROMF Industrial.
- There are no other Industrial land use zones for miles around the proposed ROMF. There is no transition land use zoning between the proposed Industrial site and the current Residential land use.
- One 25-acre rezoning to Industrial would encourage additional Industrial rezoning efforts.
- Industrial land use zones are incompatible with low and medium density Residential land use zones or Institutional land use zones. Zoning and planning principles "avoid patterns of leapfrog, non-contiguous, and scattered development."  
(<http://durhamnc.gov/414/Unified-Development-Ordinance-UDO>)

5. Table 8.2-1 addresses visual and aesthetic considerations **WITHOUT** including the NEPA preferred ROMF site and its visual and aesthetic considerations.

Counterpoint: Further, Table 8.2-3 claims "0" noise and vibration impacts which is contrary to TCRP report 155, noted below. Hence, the NEPA preferred ROMF site will be a blight on a residential neighborhood due to:

- Noise, light and vibration from ROMF operations.
  - a. "Sustained squeal may occur throughout curve negotiation," according to TCRP Report 155 (Track Design Handbook for Light Rail Transit).
  - b. ROMF plans show tight curves in and out of the rail yard.
  - c. TCRP 155 also states "Ground-borne noise is heard as a low level rumble and may adversely impact residences, hospitals, and concert halls."
  - d. The ROMF will have "stadium type lighting" 24 hours/day, 7 days/week.
- Tree removal and leveling of 25 acres of land to provide the necessary 0.5% grade for yard runs and 0.0% grade for storage tracks at the ROMF.

6. The DEIS 8.2.2.1 states that Durham County supports the NEPA preferred alternative

Counterpoint: In fact, the Durham-Chapel Hill-Carrboro MPO will not vote on the plan until November 11, 2015. Further, take note that support from Durham City Council is absent, as they too are withholding their letter of support.

7. The DEIS on page 8-16 , notes that the Farrington Road ROMF **“is the least environmentally damaging practicable alternative, and has the most stakeholder support as compared with the Project Element Alternatives considered in this DEIS. “**

Counterpoints:

- a. There were more than 5 ROMF alternatives originally reviewed by Go Triangle (though the communications director will not provide any information on what those early-eliminated sites were.) Go Triangle simply stopped reviewing sites when the Farrington Road land became readily available to them. Though it may be the best of the 5 in the DEIS, it is NOT a suitable site and Go Triangle needs to explain why they did not share or examine the original list of sites.
- b. There is NO stakeholder support for the Farrington Road location other than the individual who owns the 25-acre plot that he desires to sell to his first very willing buyer. Numerous letters and signed petitions have been submitted to Go Triangle to that effect.
- c. Go Triangle ruled-out the Patterson ROMF site through circular reasoning as follows:

“The Patterson Place ROMF Alternative is a 16-acre site (the smallest of the five alternatives considered) adjacent to US 15-501 and SW Durham Drive. The Patterson Place ROMF is not compatible with the NHC 1 and NHC 2 Alternatives because its location conflicts with the existing track alignment of these two alternatives”

There is ample room to change the existing track alignment to create a “spur” that would enter the ROMF at-grade. This is but one example of inadequate study of alternatives.

--

\*\*\*\*\*

Dr. Susan Foley Pierce

\*\*\*\*\*

[REDACTED]

\*\*\*\*\*

[REDACTED]

# Get Involved Contact Form

Dr. Susan Pierce [REDACTED]

Sent: 9/26/2015 11:55 AM

To: info@ourtransitfuture.com

---

Name: Dr. Susan Pierce

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

D-O LRT DEIS Comment

This comment is limited to concerns raised only in Chapter 8 of Go Triangle's DEIS. As stated in the DEIS, the intent of Chapter 8 is to demonstrate the relative effectiveness of the NEPA Preferred Alternative and Project Element Alternatives compared with the No Build Alternative in meeting the project's Purpose and Need statement.

My major concern: there is NO data to substantiate what Go Triangle claims. Seven (7) specific counterpoints to their claims follow.

1. Go Triangle's Table 8.1-1 claims enhanced mobility as noted below:

"Would substantially improve and expand transit access for transit-dependent persons by increasing transit frequency and coverage, and by providing a new high-capacity transit alternative."

Counterpoint: Transit-dependent persons are NOT served by the preferred route which eliminated stops/stations east of Alston Avenue – a historically black and minority community. Further, the projected cost of \$2.50 puts rail travel out of financial feasibility for both students (who now have free buses on both UNC and Duke campuses) and minimum-wage workers.

2. Table 8.1-1 further claims decreased travel time, as noted below:

"Would maintain or improve transit travel times between existing and planned activity centers; not affected by increases in congestion"

Counterpoint: Travel times via light rail have now been revised to 44 minutes each way such that a bus trip is faster.

3. Table 8.1-1 claims that connectivity exists to major transit is unfounded. Go Triangle claims:

- Would substantially increase convenience and accessibility of transit service for employment and non-employment trips
- Would serve regional trips as well as trips between and within major activity centers; service would be unconstrained by traffic conditions and geographical considerations"

Counterpoints:

a. A substantial number of Durham and Orange county residents work in what is known as "Research Triangle Park". When Wake County abandoned this light rail project, all connectivity to a major group of employers was lost. Travel on interstate 40 between Orange, Durham and Wake counties is the major source of congestion.

b. There is no connectivity to three major destination sites:

- the Raleigh-Durham airport
- downtown Chapel Hill
- downtown Hillsborough

4. Table 8.1-1 claims that the NEPA preferred alternative is consistent with local zoning plans is simply false.

- Is consistent with regional and local plans and policies"

Counterpoint: The NEPA preferred ROMF location violates zoning and planning principles in the following ways:

- Neighborhoods on Farrington Road and Ephesus Road are currently zoned Residential, R-20, with PDR 4.5 being the most dense land use.
- The Future Land Use Map indicates that the area on the east side of Farrington Road could be rezoned to Office or Commercial, retaining the Residential and Green Space context of the area; not ROMF Industrial.
- There are no other Industrial land use zones for miles around the proposed ROMF. There is no transition land use zoning between the proposed Industrial site and the current Residential land use.
- One 25-acre rezoning to Industrial would encourage additional Industrial rezoning efforts.

- Industrial land use zones are incompatible with low and medium density Residential land use zones or Institutional land use zones. Zoning and planning principles “avoid patterns of leapfrog, non-contiguous, and scattered development.” (<http://durhamnc.gov/414/Unified-Development-Ordinance-UDO>)

5. Table 8.2-1 addresses visual and aesthetic considerations WITHOUT including the NEPA preferred ROMF site and its visual and aesthetic considerations.

Counterpoint: Further, Table 8.2-3 claims “0” noise and vibration impacts which is contrary to TCRP report 155, noted below. Hence, the NEPA preferred ROMF site will be a blight on a residential neighborhood due to:

- Noise, light and vibration from ROMF operations.
  - a. “Sustained squeal may occur throughout curve negotiation,” according to TCRP Report 155 (Track Design Handbook for Light Rail Transit).
  - b. ROMF plans show tight curves in and out of the rail yard.
  - c. TCRP 155 also states “Ground-borne noise is heard as a low level rumble and may adversely impact residences, hospitals, and concert halls.”
  - d. The ROMF will have “stadium type lighting” 24 hours/day, 7 days/week.
- Tree removal and leveling of 25 acres of land to provide the necessary 0.5% grade for yard runs and 0.0% grade for storage tracks at the ROMF.

6. The DEIS 8.2.2.1 states that Durham County supports the NEPA preferred alternative

Counterpoint: In fact, the Durham-Chapel Hill-Carrboro MPO will not vote on the plan until November 11, 2015. Further, take note that support from Durham City Council is absent, as they too are withholding their letter of support.

7. The DEIS on page 8-16 , notes that the Farrington Road ROMF “is the least environmentally damaging practicable alternative, and has the most stakeholder support as compared with the Project Element Alternatives considered in this DEIS. “

Counterpoints:

- a. There were more than 5 ROMF alternatives originally reviewed by Go Triangle (though the communications director will not provide any information on what those early-eliminated sites were.) Go Triangle simply stopped reviewing sites when the Farrington Road land became readily available to them. Though it may be the best of the 5 in the DEIS, it is NOT a suitable site and Go Triangle needs to explain why they did not share or examine the original list of sites.
- b. There is NO stakeholder support for the Farrington Road location other than the individual who owns the 25-acre plot that he desires to sell to his first very willing buyer. Numerous letters and signed petitions have been submitted to Go Triangle to that effect.
- c. Go Triangle ruled-out the Patterson ROMF site through circular reasoning as follows:

“The Patterson Place ROMF Alternative is a 16-acre site (the smallest of the five alternatives considered) adjacent to US 15-501 and SW Durham Drive. The Patterson Place ROMF is not compatible with the NHC 1 and NHC 2 Alternatives because its location conflicts with the existing track alignment of these two alternatives”  
There is ample room to change the existing track alignment to create a “spur” that would enter the ROMF at-grade. This is but one example of inadequate study of alternatives.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

MS. SUSAN PIERCE: Good evening.

17 My name is Susan Pierce, and I live at [REDACTED]  
[REDACTED], and that's  
19 27517 area code. That happens to be  
20 Durham City and Durham County.

21 I am here to ask GoTriangle to  
22 re-examine, given the safety and health  
23 concerns of both the location of the ROMF  
24 and the at-grade Farrington Road

1 crossing.

2 Both the ROMF site and that  
3 at-grade Farrington Road crossing will  
4 result in significant health and safety  
5 concerns to over 200 elderly and disabled  
6 residents, plus 906 school children. The  
7 ROMF and these vulnerable populations are  
8 north of the at-grade crossing on  
9 Farrington Road, while all of the first  
10 responders, fire stations, and police that  
11 serve this area are south of the at-grade  
12 crossing.

13 With train gates going down every  
14 five minutes at peak time on the two-lane  
15 Farrington Road, which already backs up  
16 traffic, the ability to arrive with  
17 lifesaving treatment will be lost. All it  
18 will take is one heart attack, one stroke,  
19 one hazmat ROMF accident, a bee sting at  
20 the elementary school, a fall from the  
21 playground equipment, and all of these  
22 could be fatal incidents. So I ask  
23 GoTriangle to re-examine the ROMF location  
24 and that at-grade Farrington Road

1 crossing. Thank you.

2 MR. JOYNER: Thank you. Next

3 speaker, please.

4

[REDACTED]

[REDACTED]



# pollution

Susan Pierce |

**Sent:** 10/6/2015 10:50 AM

**To:** info@ourtransitfuture.com

**Cc:** "Susan Pierce"

---

The proposed placement of the ROMF at the Farrington location is counter to this DEIS statement and intent, and will compromise the the very water supplies that DOLRT is supposedly trying to preserve. The introduction of impervious surface area with the 90 acre Leigh Village proposed development, the introduction of 12 acres of parking spaces and the ROMF (and associated parking) at Farrington will further compound the adverse environmental impact to local water resources.

GoTriangle must address this intentional water pollution.

--

Cheers,  
Susan

\*\*\*\*\*

Susan Foley Pierce

\*\*\*\*\*

Chapel Hill, NC 27517

\*\*\*\*\*

\*\*\*\*\*

Mobile:

----- Original message -----

From: William Pitts [REDACTED]  
Date: 8/31/2015 2:09 PM (GMT-05:00)  
To: Natalie Murdock [REDACTED]  
Cc: William Pitts [REDACTED] Margaret Miller [REDACTED]  
Subject: Public Hearings

Ms. Murdoch;

Where and when can I sign up to speak at the upcoming public hearings?

Regards,

William Pitts

--

William Pitts

[REDACTED]

# Get Involved Contact Form

William Pitts [REDACTED]

Sent: 9/13/2015 3:57 PM

To: info@ourtransitfuture.com

---

Name: William Pitts

Phone Number: [REDACTED]

Email Address: [REDACTED]

## Message Body:

I am writing to ask that you do not support the proposed Light Rail Project in Durham and Orange counties (DOLRT) and the associated ROMF (Rail Operations Maintenance Facility), now to be located on Farrington Road.

There are many reasons why building the ROMF in this location not workable. Only some of which are listed here.

It will require the seizing by eminent domain of at least 6 properties. One of which has been in the same black family since 1888.

It will require the rezoning of an area which is currently low density residential to industrial. This would totally alter the entire area for the worse. That would be incompatible with any and all future land use plans for the area.

It would create an environmental hazard for the New Hope Creek area. A number of the homes in this area are dependent on wells for their drinking water. It will also produce significant storm water runoff into the surrounding area. It would also create substantial noise in what is now a residential area. The ROMF would operate 24 hours a day 7 days a week 365 days a year. Not to mention the noise from the light rail trains. This would have a considerable impact on our area.

The ROMF and DOLRT tracks would create a potential safety hazard for Creekside Elementary School.

It would decrease all of the property values in the area. Especially for the homeowners at The Villas at Culp Arbor which is a retirement community and is almost across from the ROMF.

Research has shown that GoTriangle's estimates of DOLRT ridership are vastly overestimated. This rail system will not provide the congestion relief predicted. Automobile traffic will actually increase in the 54/I40 corridor in order for riders to get to and from the stations in that area. I do not believe that people will drive to a rail station, take the train, and then possibly a bus to get to their destination given the relatively short distances as well as long travel times now estimated. It will not be sustainable at the cost/benefit levels projected. Public transit usage in Durham and Orange counties is only 4.5 percent. I don't think a light rail system that does not go where people want to go (e.g. RDU Intl. Airport) will increase this number. This would be another "Bridge to Nowhere". The original projected cost of The Gravina Island Bridge was \$398M. The projected cost of the DOLRT is \$1.8B. More than 4 times the projected cost of the "Bridge to Nowhere".

It also does not directly connect the UNC, Duke, and NCCU. Riders wanting to go the main parts of each campus would have to walk or take buses from the stations.

The proposed route does not now nor did it ever as far as I know serve several important destinations in the Triangle area. These would be the RBC Center/Carter Finley/State Fair Grounds, RDU International Airport, and The Research Triangle Park (RTP). In my opinion these destinations would provide a good deal of ridership but they are not part of any proposed route. Neither are downtown Raleigh and all of the State Capital buildings and offices. It also does not serve central downtown Durham, the DPAC, and the DBAP.

Traffic on Farrington road during rush hour is bad enough as it is. The grade level train crossing on Farrington Road planned by GoTriangle will cause traffic to come to a standstill. This will make it much harder and take longer to get to and from NC 54 and I40. It will also make it difficult for first responders to get to residents of the Farrington Road area in a timely manner.

The Charlotte Light Rail (LYNX), to which the DOLRT has been compared, has not had the ridership they expected even though it actually does go where people want to go, that is downtown Charlotte. I have been told that LYNX does not now plan to extend their lines at this time. This should be a warning that a system that does not go where people want to go is doomed to failure.

A BRT (Bus Rapid Transit) system will serve the area much better and at far less cost to the taxpayers who will have to support this project. It will be flexible and be able to provide service where it is needed as conditions change over time.

I urge you to not support the DOLRT in any form or the Rail Operations and Maintenance Facility (ROMF) on Farrington Road . The Federal, State, and Local governments have much more pressing needs for our tax dollars than this project.

Respectively,

William Pitts

[REDACTED]  
[REDACTED]

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

1

MR. WILLIAM PITTS: My name is  
17 William Pitts, and I live at  
Chapel Hill, which is in the  
19 Farrington Road area.  
20 There are many reasons why  
21 building the ROMF on Farrington Road is  
22 not workable. There are also many reasons  
23 why the DOLRT is also not workable, only  
24 some of which will be listed here. It

1 will require the seizing by eminent domain  
2 of at least six properties, one of which  
3 has been in the same black family since  
4 1888. It will require the rezoning of an  
5 area, which is currently low-density  
6 residential, to industrial. This will  
7 totally alter the entire area for the  
8 worse. This would be incompatible with  
9 any and all future land-use plans for the  
10 area. It will create an environmental  
11 hazard for the New Hope Creek area. A  
12 number of homes in this area are dependent  
13 on wells for their drinking water. It  
14 will also produce significant storm water  
15 runoff into the surrounding area.

16 It will also create substantial  
17 noise in what is now a residential area.  
18 The ROMF will operate 24 hours a day 7  
19 days a week 365 days a year, not to  
20 mention the noise from the trains  
21 themselves. This would have a  
22 considerable impact on the area.

23 The ROMF and the DOLRT tracks will  
24 create a potential safety hazard for

1     Creekside Elementary School. It will  
2     decrease the property values in the area,  
3     especially for the homeowners in the  
4     Villas of Culp Arbor, which is a -- a  
5     retirement community that is almost across  
6     from the ROMF-proposed site. Traffic on  
7     Farrington Road during rush hour is bad  
8     enough as it is. The grade-level crossing  
9     on Farrington Road planned by GoTriangle  
10    will cause traffic to come to a stand  
11    still. It will make it much harder and  
12    take longer to get to and from NC 54.  
13    This will be only 1 of 42 grade-level  
14    crossings in the GoTriangle plan of the  
15    17-mile route. A BRT, bus rapid transit,  
16    system will serve the area much better  
17    with far less cost to tax payers who will  
18    have to support the project and will be  
19    flexible and be able to provide service  
20    where it is needed as conditions change  
21    over time.

22                    I strongly urge not to support the  
23    DOLRT or the ROMF. Federal and state and  
24    local governments have much more pressing

1 needs for their tax dollars than this  
2 project.

3 MR. JOYNER: Thank you. Next  
4 speaker, please.

5



There are many reasons why building the ROMF on Farrington Road is not workable. There are also many reasons why the DOLRT is also not workable. Only some of which are listed here.

1. It will require the seizing by eminent domain of at least 6 properties. One of which has been in the same black family since 1888.
2. It will require the rezoning of an area which is currently low density residential to industrial. This would totally alter the entire area for the worse. That would be incompatible with any and all future land use plans for the area.
3. It would create an environmental hazard for the New Hope Creek area. A number of the homes in this area are dependent on wells for their drinking water. It will also produce significant storm water runoff into the surrounding area. It would also create substantial noise in what is now a residential area. The ROMF would operate 24 hours a day 7 days a week 365 days a year. Not to mention the noise from the light rail trains. This would have a considerable impact on our area.
4. The ROMF and DOLRT tracks would create a potential safety hazard for Creekside Elementary School.
5. It will decrease all of the property values in the area. Especially for the homeowners at The Villas at Culp Arbor which is a retirement community that is almost across from the ROMF proposed site.
6. Traffic on Farrington road during rush hour is bad enough as it is. The grade level train crossing on Farrington Road planned by GoTriangle will cause traffic to come to a standstill. This will make it much harder and take longer to get to and from NC 54 and I40. This would be only one of 42 grade level crossings in the GoTriangle plan for the 17 mile route.
7. A BRT (Bus Rapid Transit) system will serve the area much better and at far less cost to the taxpayers who will have to support this project. It will be flexible and be able to provide service where it is needed as conditions change over time.
8. Research has shown that GoTriangle's estimates of DOLRT ridership are vastly overestimated. Public transit usage in Durham and Orange counties is only 4.5 percent. I don't think a light rail system that does not go where people want to go will increase this number. Currently the State is only willing to contribute \$500K to DOLRT instead of the \$138M GoTriangle is expecting. In addition the ½ cent sales tax passed in Durham and Orange counties is for all transportation and not just the light rail. GoTriangle states that they estimate that it will cost \$18M to operate and maintain the light rail system per year. Given these numbers GoTriangle does not have the funding to build and operate a light rail system in Durham and Orange counties. It will not be sustainable at the cost/benefit levels projected.

- 
9. This rail system will not provide the congestion relief predicted. Automobile traffic will probably increase in the 54/I40 corridor in order for riders to get to and from the stations in that area. I also do not believe that people will drive to a rail station, take the train, and then possibly a bus to get to their destination given the relatively short distances as well as long travel times now estimated.
  10. The proposed route does not now serve several important destinations. These would be the DPAC, the DBAP, central downtown Durham and downtown Chapel Hill. In my opinion these destinations would provide a good deal of ridership but they are not part of any proposed route. It also does not serve downtown Raleigh and all of the State Capital buildings and offices, the PNC Arena/Carter Finley/State Fair Grounds area, RDU International Airport, and the Research Triangle Park (RTP) because Wake County dropped out of the light rail plan. It also does not directly connect the UNC, Duke, and NCCU campuses. Riders wanting to go the main parts of each campus would have to walk or take buses from the stations.
  11. The Charlotte Light Rail (LYNX), to which the DOLRT has been compared, has not had the ridership they expected even though it actually does go where people want to go, that is downtown Charlotte. I have been told that LYNX does not now plan to extend their lines at this time. This should be a warning that a system that does not go where people want to go is doomed to failure.

I urge you to not support the DOLRT in any form or the Rail Operations and Maintenance Facility (ROMF). The Federal, State, and Local governments have much more pressing needs for our tax dollars than this project.

Respectfully,

William Pitts

Chapel Hill NC 27517

# Get Involved Contact Form

William Pitts [wpitts48@gmail.com]

Sent: 9/30/2015 10:09 AM

To: info@ourtransitfuture.com

---

Name: William Pitts

Phone Number:

Email Address:

Message Body:

There are many reasons why building the ROMF on Farrington Road is not workable. There are also many reasons why the DOLRT is also not workable. Only some of which are listed here.

1. It will require the seizing by eminent domain of at least 6 properties. One of which has been in the same black family since 1888.
2. It will require the rezoning of an area which is currently low density residential to industrial. This would totally alter the entire area for the worse. That would be incompatible with any and all future land use plans for the area.
3. It would create an environmental hazard for the New Hope Creek area. A number of the homes in this area are dependent on wells for their drinking water. It will also produce significant storm water runoff into the surrounding area. It would also create substantial noise in what is now a residential area. The ROMF would operate 24 hours a day 7 days a week 365 days a year. Not to mention the noise from the light rail trains. This would have a considerable impact on our area.
4. The ROMF and DOLRT tracks would create a potential safety hazard for Creekside Elementary School.
5. It will decrease all of the property values in the area. Especially for the homeowners at The Villas at Culp Arbor which is a retirement community that is almost across from the ROMF proposed site.
6. Traffic on Farrington road during rush hour is bad enough as it is. The grade level train crossing on Farrington Road planned by GoTriangle will cause traffic to come to a standstill. This will make it much harder and take longer to get to and from NC 54 and I40. This would be only one of 42 grade level crossings in the GoTriangle plan for the 17 mile route.
7. A BRT (Bus Rapid Transit) system will serve the area much better and at far less cost to the taxpayers who will have to support this project. It will be flexible and be able to provide service where it is needed as conditions change over time.
8. Research has shown that GoTriangle's estimates of DOLRT ridership are vastly overestimated. Public transit usage in Durham and Orange counties is only 4.5 percent. I don't think a light rail system that does not go where people want to go will increase this number. Currently the State is only willing to contribute \$500K to DOLRT instead of the \$138M GoTriangle is expecting. In addition the ½ cent sales tax passed in Durham and Orange counties is for all transportation and not just the light rail. GoTriangle states that they estimate that it will cost \$18M to operate and maintain the light rail system per year. Given these numbers GoTriangle does not have the funding to build and operate a light rail system in Durham and Orange counties. It will not be sustainable at the cost/benefit levels projected.
9. This rail system will not provide the congestion relief predicted. Automobile traffic will probably increase in the 54/I40 corridor in order for riders to get to and from the stations in that area. I also do not believe that people will drive to a rail station, take the train, and then possibly a bus to get to their destination given the relatively short distances as well as long travel times now estimated.
10. The proposed route does not now serve several important destinations. These would be the DPAC, the DBAP, central downtown Durham and downtown Chapel Hill. In my opinion these destinations would provide a good deal of ridership but they are not part of any proposed route. It also does not serve downtown Raleigh and all of the State Capital buildings and offices, the PNC Arena/Carter Finley/State Fair Grounds area, RDU International Airport, and the Research Triangle Park (RTP) because Wake County dropped out of the light rail plan. It also does not directly connect the UNC, Duke, and NCCU campuses. Riders wanting to go the main parts of each campus would have to walk or take buses from the stations.

11. The Charlotte Light Rail (LYNX), to which the DOLRT has been compared, has not had the ridership they expected even though it actually does go where people want to go, that is downtown Charlotte. I have been told that LYNX does not now plan to extend their lines at this time. This should be a warning that a system that does not go where people want to go is doomed to failure.

I urge you to not support the DOLRT in any form or the Rail Operations and Maintenance Facility (ROMF). The Federal, State, and Local governments have much more pressing needs for our tax dollars than this project.

Respectfully,

William Pitts

Chapel Hill NC 27517

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name:

RENEE POINTER

Email:

Mailing Address:

City:

Zip Code:

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

I agree. I feel like it will bring jobs for people

Please Turn Over →



# Public hearing Tuesday, Sept. 29

Jackie Pollard [REDACTED]

Sent: 9/24/2015 1:54 PM

To: info@ourtransitfuture.com

---

I can not attend either of the hears regarding the proposed Durham-Orange Light rail transit project but I do want to go on record as **firmly opposed to** this idea.

It will end up costing more than stated, this area is NOT large enough and half the buses that would get you a lot closer to your destination are only half full.

Too much money has already been spent for NOTHING.

Jackie and Robert Pollard

[REDACTED]  
[REDACTED]

1 benefit from this. Thank you.

2 MR. BLAIR POLLOCK: Good  
3 afternoon. My name's Blair Pollock. I  
4 live at in Chapel  
5 Hill. I've been a Triangle-Chapel Hill  
6 area resident since 1976, and I initially  
7 wasn't going to speak this evening, but I  
8 support the light rail system. I won't be  
9 an immediate beneficiary of it. I'm 64.  
10 I hope by the time that I'm incapable of  
11 driving I will be able to ride a train to  
12 and from Chapel Hill and Durham and  
13 further on into Raleigh and RTP and where  
14 I need to go. We have to start somewhere.

15 This process has been fraught. I  
16 came here to go to the planning school in  
17 Chapel Hill in 1976, and some of my  
18 cohorts were writing their transportation  
19 master's theses about a rail system  
20 starting then. So it's been a long slog.

21 I lived in San Francisco when the  
22 BART was first getting started in 1975.  
23 It took until 2005 to then have a line to  
24 the airport.

1           I've been a supporter of transit  
2 all my life, having grown up in New York.  
3 It -- As the speaker before me said, it  
4 frees up young people to not be dependent  
5 on their parents, to not wait to have a  
6 driver's license, to not be chained to a  
7 car payment. And I hope that we look  
8 forward instead of backwards or sideways  
9 and support the rail system.

10



# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name:

Blair Follod

Email:

[Redacted]

Phone:

[Redacted]

Mailing Address:

[Redacted]

[Redacted]

Code:

[Redacted]

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

Get it built already

Please Turn Over →

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please  
return this  
form to  
the comment  
box

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: BARBARA K. POST

Email: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

### Light Rail – Investment vs. Ridership

Light rail may cost \$1,600,000,000 to construct (or more if there are cost overruns).

Light rail, in 2040, may serve up to 11,500 citizens each workday. Some reasonable projections of ridership are as low as 5,000 citizens per workday.

This is an investment of about \$140,000 to \$320,000 for each and every citizen who might benefit from a light rail system. This cost to benefit ratio does not make sense. This cost to benefit ratio is not sustainable nor affordable at the local, state, or federal level.

The proposed light rail system should not be built because it costs too much and will serve too small a portion of the 500,000 people who now reside in Orange and Durham counties.

There are other needs in our communities, especially building elementary and secondary schools and improving teachers' salaries, which would be much better places to invest \$1,600,000,000. **Please do not waste this kind of money on a rail system that makes no sense.**

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: Barbara K. Post

Email: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

### How to Comment on the DEIS

1. Email us at: [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

### Light Rail Maintenance Facility

**I am strongly opposed** to siting the rail maintenance facility along Farrington Road, near Creekside Elementary School.

Farrington Road is a semi-rural, residential neighborhood that has existed for 50 years or more. Farrington Road is zoned Residential, and all those who live nearby have relied on the Comprehensive Plan and zoning to preserve residential uses.

Creekside Elementary, which is and will be a growing campus, is almost immediately adjacent to the proposed rail maintenance facility.

The rail maintenance facility will be a 24/7 operation, with much of the cleaning, repair, noise, lights, employee traffic, commotion, and chance for some sort of spill or accident occurring at nights and on weekends.

The rail maintenance facility is not compatible with the quiet, rural, residential character of Farrington Road. The facility is not compatible with existing zoning or with the adopted Comprehensive Plan for this part of Durham County.

On the other hand, East Durham has industrial zoning. East Durham has rail yards and has workforce housing nearby, within walking distance. East Durham needs jobs.

If a rail maintenance facility has to be built, and I **do not support the light rail system whatsoever**, then the maintenance facility must not and cannot be built on Farrington Road. It should be built on industrially zoned land in East Durham.

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: *Barbara K. Post*

Email: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

### Bus Rapid Transit

The Chapel Hill/Durham area needs a long-term public transit strategy, but the correct strategy is not light rail. The correct strategy is Bus Rapid Transit (BRT).

The light rail DEIS contains information that strongly supports BRT. The light rail DEIS does not provide a thorough, accurate, or honest comparison of light rail with BRT. This deficiency is a tremendous flaw in the DEIS.

**BRT is less expensive.** According to information in the DEIS, BRT could cost one-tenth as much, per mile, as light rail.

**BRT is faster.** The DEIS projects a full length trip for light rail at 42-44 minutes (average 43) and 39 minutes estimated for BRT. The means, BRT, on average, may be 10% faster.

**BRT is flexible.** The DEIS does not do an honest job of describing that light rail will be a fixed corridor. BRT is highly flexible. Our street system is highly adaptable and has changed and will change over the coming years. As population/employment centers evolve, BRT is flexible enough to move where the people are and where they want to go. A fixed rail system is not flexible.

**BRT is scalable.** BRT could be set up as a "spine" system, as a "hub of a spoke" system, or any combination thereof. The number and size of boxes is flexible and can be changed to reflect ridership. Routes can be scaled up or scaled back to respond to ridership. BRT routes can be relocated and then changed again if needed at a much lower cost than fixed rail.

**In summary, using facts from the DEIS, BRT is much, much cheaper, slightly faster, more flexible, and more scalable. The DEIS is deficient in not fully comparing light rail with a cheaper, faster, better alternative. The DEIS is flawed, and therefore the DEIS for light rail should be rejected.**

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: Philip N. Post

Email: [REDACTED]

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

### Light Rail – Investment vs. Ridership

Light rail may cost \$1,600,000,000 to construct (or more if there are cost overruns).

Light rail, in 2040, may serve up to 11,500 citizens each workday. Some reasonable projections of ridership are as low as 5,000 citizens per workday.

This is an investment of about \$140,000 to \$320,000 for each and every citizen who might benefit from a light rail system. This cost to benefit ratio does not make sense. This cost to benefit ratio is not sustainable nor affordable at the local, state, or federal level.

The proposed light rail system should not be built because it costs too much and will serve too small a portion of the 500,000 people who now reside in Orange and Durham counties.

There are other needs in our communities, especially building elementary and secondary schools and improving teachers' salaries, which would be much better places to invest \$1,600,000,000. **Please do not waste this kind of money on a rail system that makes no sense.**

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: **Philip N. Post**

Email: [REDACTED]

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

### Light Rail Maintenance Facility

**I am strongly opposed** to siting the rail maintenance facility along Farrington Road, near Creekside Elementary School.

Farrington Road is a semi-rural, residential neighborhood that has existed for 50 years or more. Farrington Road is zoned Residential, and all those who live nearby have relied on the Comprehensive Plan and zoning to preserve residential uses.

Creekside Elementary, which is and will be a growing campus, is almost immediately adjacent to the proposed rail maintenance facility.

The rail maintenance facility will be a 24/7 operation, with much of the cleaning, repair, noise, lights, employee traffic, commotion, and chance for some sort of spill or accident occurring at nights and on weekends.

The rail maintenance facility is not compatible with the quiet, rural, residential character of Farrington Road. The facility is not compatible with existing zoning or with the adopted Comprehensive Plan for this part of Durham County.

On the other hand, East Durham has industrial zoning. East Durham has rail yards and has workforce housing nearby, within walking distance. East Durham needs jobs.

If a rail maintenance facility has to be built, and **I do not support the light rail system whatsoever**, then the maintenance facility must not and cannot be built on Farrington Road. It should be built on industrially zoned land in East Durham.



# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: Philip N. Post

Email: [REDACTED]

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

### Bus Rapid Transit

The Chapel Hill/Durham area needs a long-term public transit strategy, but the correct strategy is not light rail. The correct strategy is Bus Rapid Transit (BRT).

The light rail DEIS contains information that strongly supports BRT. The light rail DEIS does not provide a thorough, accurate, or honest comparison of light rail with BRT. This deficiency is a tremendous flaw in the DEIS.

**BRT is less expensive.** According to information in the DEIS, BRT could cost one-tenth as much, per mile, as light rail.

**BRT is faster.** The DEIS projects a full length trip for light rail at 42-44 minutes (average 43) and 39 minutes estimated for BRT. The means, BRT, on average, may be 10% faster.

**BRT is flexible.** The DEIS does not do an honest job of describing that light rail will be a fixed corridor. BRT is highly flexible. Our street system is highly adaptable and has changed and will change over the coming years. As population/employment centers evolve, BRT is flexible enough to move where the people are and where they want to go. A fixed rail system is not flexible.

**BRT is scalable.** BRT could be set up as a "spine" system, as a "hub of a spoke" system, or any combination thereof. The number and size of buses is flexible and can be changed to reflect ridership. Routes can be scaled up or scaled back to respond to ridership. BRT routes can be relocated and then changed again if needed at a much lower cost than fixed rail.

**In summary, using facts from the DEIS, BRT is much, much cheaper, slightly faster, more flexible, and more scalable. The DEIS is deficient in not fully comparing light rail with a cheaper, faster, better alternative. The DEIS is flawed, and therefore the DEIS for light rail should be rejected.**



DAVID PRICE  
4TH DISTRICT  
NORTH CAROLINA



COMMITTEE ON APPROPRIATIONS  
RANKING MEMBER, HOMELAND SECURITY  
TRANSPORTATION & HOUSING AND  
URBAN DEVELOPMENT  
MILITARY CONSTRUCTION &  
VETERANS AFFAIRS

CONGRESS OF THE UNITED STATES  
HOUSE OF REPRESENTATIVES  
WASHINGTON, DC 20515

2162 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-1784

436 N. HARRINGTON STREET, SUITE 100  
RALEIGH, NC 27603  
(919) 859-5999

1777 FORDHAM BLVD., SUITE 204  
CHAPEL HILL, NC 27514  
(919) 967-7924

301 GREEN STREET, SUITE 315  
FAYETTEVILLE, NC 28301  
(910) 323-0260

[www.price.house.gov](http://www.price.house.gov)

October 7, 2015

Mayor William V. "Bill" Bell,  
Chairman  
GoTriangle Board of Trustees  
P.O. Box 13787  
Research Triangle Park, NC 27709

Dear Mayor Bell and Members of the GoTriangle Board of Trustees:

I am writing to convey my continued support for the Durham-Orange Light Rail Transit Project (D-O LRT). A high capacity transit system such as the proposed D-O LRT will play a vital role in our region's future by enhancing our high quality of life, expanding transportation options, protecting natural resources, and promoting economic growth.

Travel between Chapel Hill and Durham is becoming increasingly difficult as more people move to the Research Triangle region. By 2040, population in Durham and Orange counties is expected to increase by 64% and 52% respectively, with population in the D-O corridor doubling. The proposed D-O LRT project and associated bus network will connect the corridor's major education, research, medical and employment centers, providing residents, employees, students, people seeking medical care and visitors with affordable, dependable, time-competitive transit options between Durham and Chapel Hill. As the region's population and employment opportunity grows, demand on its infrastructure will increase as well, making investments in both roadways and transit networks essential to meet residents' needs.

The communities in Durham and Orange counties highly value transit and the positive economic growth it fosters and have supported investments in rail transit and bus service through a local sales tax increase. Equally as important, these communities fully support transit oriented land-use policies and have adopted many provisions to focus development and new growth within station areas and protect rural buffer areas from urban sprawl. I am pleased that the Federal Transit Authority recently awarded GoTriangle substantial grant for transit-oriented development planning to support these efforts and ensure that the D-O LRT project helps our region to not only grow, but grow smarter. In addition, with neighboring Wake County actively considering its own expanded public transportation options, the D-O LRT project could potentially represent the first step towards a truly interconnected regional transit system that leverages the assets, destinations, and ridership of all of the Triangle's major communities.

I believe the D-O LRT project represents a forward looking, sustainable transportation proposal that will be key to North Carolina's economic future and I will continue working to ensure that the federal government is an equal partner in this important endeavor.

Sincerely,

A handwritten signature in dark ink that reads "David Price".  
David Price

# Get Involved Contact Form

Andrew Procter [REDACTED]

Sent: 10/13/2015 12:18 PM

To: info@ourtransitfuture.com

---

Name: Andrew Procter

Phone Number:

Email Address: [REDACTED]

Message Body:

Comments from Andrew Procter, a biologist and long time Durham resident

Thank you for preparing the draft EIS--this surely took a lot of work. Here are a few comments on the energy impact. Good luck!

- Executive Summary, page 5 lower left - please define the Triangle region. Is this the combined Durham, Chapel Hill, and Raleigh metropolitan areas? Later in the EIS, impacts (on VMT, energy, etc.) are calculated for the Triangle region, so it is important to be clear on its geographic boundary.

- Executive Summary, page 16. It would be interesting to include data on travel times. How have they changed over the past 5-10 years? This would help make a case for rail. Then if the rail gets built, it would be great to collect annual data to see what effect it has.

- Table ES-1 again, please define the geographic area for the energy savings. The table states rail will reduce energy use by 83 billion BTUs. It would also help to say that this is energy savings in the transportation system specifically (doesn't include buildings).

- Section 4.13 (Energy) - I'm impressed that the EIS is taking a life-cycle approach on the energy impact, including energy used to build the rail system. Again please define the study area--is it the DCHC MPO?

- Section 4.13.3.2 Indirect Energy - note that it would take about 36 years for the annual energy savings of rail (83 billion BTUs) to break even with the energy used to build the rail system (about 3000 billion BTUs). Maybe explore ways to up the regional energy game? Are there ways to power the rail, or rail stations, using renewables?

- Section 4.13.2 Affected Environment - note that Durham county's GHG reduction targets are relative to a 2005 baseline

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

# Get Involved Contact Form

Mark Prokop [REDACTED]

**Sent:** 9/6/2015 4:40 PM

**To:** info@ourtransitfuture.com

---

Name: Mark Prokop

Phone Number: [REDACTED]

Email Address [REDACTED]

Message Body:

i am completely against. we don't need it (for many reasons) nor do we need higher taxes.

see this for all of the reasons against it

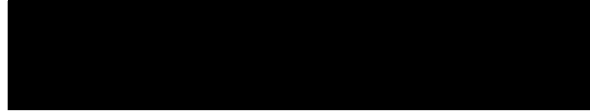
<http://stopthetrain.org/>

—

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

---

**PHILIP F. PURCELL**



September 18, 2015

D-O LRT Project - DEIS  
c/o GoTriangle  
P.O. Box 530  
Morrisville, NC 27560

Gentlemen:

GoTriangle is to be congratulated for the decisions it made in preparing the Draft Environmental Impact Statement and in particular for saving the environmentally sensitive Little Creek Bottomlands and Slopes Significant Natural Heritage Area from extensive and irreparable damage. You have listened to your constituents.

The selection of alternative light rail route C2A as the recommended route was a wise choice. In addition to saving the unique wetlands, the selection has a sound basis in fundamental economics - it will be less expensive than the other alternatives, it will have more riders and it will have faster travel times. The selection of C2A will also spare Meadowmont from safety issues for grade school children and from fragmenting the community. And it will spare The Cedars CCRC from being divided in two and separated from its wellness center and clinic.

Very truly yours,

A handwritten signature in black ink that reads "Philip F. Purcell".

Philip F. Purcell